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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/013,645	01/26/1998	THOMAS D. HENDERSON	PBAER36769	3599
24201	7590	05/18/2004	EXAMINER	
FULWIDER PATTON LEE & UTECHT, LLP HOWARD HUGHES CENTER 6060 CENTER DRIVE TENTH FLOOR LOS ANGELES, CA 90045			LEE, RICHARD J	
		ART UNIT	PAPER NUMBER	
		2613	34	
DATE MAILED: 05/18/2004				

Please find below and/or attached an Office communication concerning this application or proceeding.

<b>Office Action Summary</b>	<b>Application No.</b>	<b>Applicant(s)</b>
	09/013,645	HENDERSON ET AL.
	<b>Examiner</b>	<b>Art Unit</b>
	Richard Lee	2613

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

#### Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

- 1) Responsive to communication(s) filed on 30 April 2004.
- 2a) This action is FINAL.                    2b) This action is non-final.
- 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

- 4) Claim(s) 1-3 and 8 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) Claim(s) \_\_\_\_\_ is/are allowed.
- 6) Claim(s) 1-3 and 8 is/are rejected.
- 7) Claim(s) \_\_\_\_\_ is/are objected to.
- 8) Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

- 9) The specification is objected to by the Examiner.
- 10) The drawing(s) filed on \_\_\_\_\_ is/are: a) accepted or b) objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

#### Priority under 35 U.S.C. § 119

- 12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) All    b) Some \* c) None of:
1. Certified copies of the priority documents have been received.
  2. Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

#### Attachment(s)

- 1) Notice of References Cited (PTO-892)  
 2) Notice of Draftsperson's Patent Drawing Review (PTO-948)  
 3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)  
 Paper No(s)/Mail Date \_\_\_\_\_.

- 4) Interview Summary (PTO-413)  
 Paper No(s)/Mail Date. \_\_\_\_\_.  
 5) Notice of Informal Patent Application (PTO-152)  
 6) Other: \_\_\_\_\_.

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1. The request filed on April 30, 2004 for a Request for Continued Examination (RCE) is acceptable and a RCE has been established. An action on the RCE follows.

2. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

3. Claims 1-3 and 8 are rejected under 35 U.S.C. 103(a) as being unpatentable over Henderson et al of record (5,440,337) in view of Baker et al of record (5,508,734).

Henderson et al discloses a multi-camera closed circuit television system for aircraft as shown in Figures 1, 3, and 4, and substantially the same closed circuit television system for an aircraft (see Figure 4 and column 5, lines 4-7) as claimed in claims 1, 2, and 8, comprising substantially the same at least one video camera (22, 24 of Figure 3) providing a field of view forward and downward from the aircraft's centerline (26, 28 of Figure 7 and see column 5, lines 7-15), the at least one video camera comprising a plurality of video cameras (see 22, 24 of Figure 3); and closed circuit television system for an in flight entertainment system for an aircraft (see Figure 4, column 5, line 4 to column 6, line 25), comprising in flight entertainment local area network providing video output and the in flight entertainment local area network connected to a video camera control module (see Figure 5 and column 5, line 4 to column 6, line 25).

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Henderson et al does not particularly disclose, though, the followings:

(a) a plurality of video display modules for a corresponding plurality of passengers, for selecting and displaying a selected video image; the at least one video camera and the plurality of video display modules for receiving the digital video signal and providing a plurality of selected video images to the plurality of video display modules, respectively; and wherein the at least one video camera generates a digital video signal providing a plurality of video images and the at least one video camera comprises a video camera providing a plurality of fields of view from a single video frame as claimed in claims 1 and 2;

(b) a plurality of interactive personal control units corresponding to the plurality of passengers, the plurality of interactive personal control units being connected to the in flight entertainment local area network and interfacing between the plurality of passengers and the video camera control module, each of the plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules and connected to the video camera control module for operating the video camera control module to permit each of the plurality of passengers to independently select a desired field of view for each of the video display modules for the corresponding plurality of passengers as claimed in claim 1; and

(c) the in flight entertainment local area network providing audio output, and the in flight entertainment local area network connected to a plurality of video display modules and a plurality of personal control units as claimed in claim 1.

Regarding (a) and (b), Baker et al discloses a method and apparatus for hemispheric imaging which emphasizes peripheral content as shown in Figures 1, 6, and 8, and teaches the conventional video camera (10 of Figure 1 and see column 6, lines 27-31, lines 52-64, column 7,

lines 16-18) for generating a digital video signal (see 60 of Figure 6, and column 12, lines 11-21) providing a plurality of video images and wherein the video camera provides a plurality of fields of view from a single video frame (see column 12, lines 6-8, column 13, lines 8-18); a plurality of video display modules (receive outputs from the RAMDACs 78 of Figure 8) for a corresponding plurality of passengers, for selecting and displaying a selected video image (see column 13, lines 8-31); a video camera control module (80 of Figure 8), and the at least one video camera and the plurality of video display modules for receiving the digital video signal and providing a plurality of selected video images to the plurality of video display modules, respectively; and a plurality of interactive personal control units corresponding to the plurality of passengers, the plurality of interactive personal control units being connected to the in flight entertainment local area network (i.e., as provided by Henderson et al) and interfacing between the plurality of passengers and the video camera control module, each of the plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules (i.e., since image transformations such as pans, up/downs, zooms, tilts, rotations, etc. are being processed/controlled by either human or computer input operations within, for example, a video camera control module 80, such input operations provided via an interactive personal control unit is being attached each of the video control modules 80, thus providing a plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules, see column 12, lines 28-41 and column 13, lines 8-31) and connected to the video camera control module for operating the video camera control module to permit each of the plurality of passengers to independently select a desired field of view for each of the video display modules for the corresponding plurality of passengers (i.e., users are

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provided the interactive personal control units connected to the video camera control modules 80 having the capabilities of selecting a desired image within the image transformation system as shown in Figure 8, see column 12, lines 6-8, lines 28-41, column 13, lines 8-31). Therefore, it would have been obvious to one of ordinary skill in the art, having the Henderson et al and Baker et al references in front of him/her and the general knowledge of closed circuit television systems, would have had no difficulty in providing the features of a digital camera system, a plurality of video display modules, a video camera control module, and a plurality of interactive personal control units as taught by Baker et al for the closed circuit television system for an aircraft of Henderson et al for the same well known flight entertainment purposes of providing to passengers with the capability to interactively and individually select and/or control a desired field of view from an available multiple fields of view provided by a video camera as claimed.

Regarding (c), Baker et al teaches the conventional use of audio and video capturing functions within the imaging system (see column 9, line 35 to column 10, line 29). In addition, since Baker et al shows a plurality of video display modules and a plurality of personal control units (see Figure 8), it is considered obvious that such video display modules and personal control units may be provided within the in flight entertainment local area network system of Henderson et al. Therefore, it would have been obvious to one of ordinary skill in the art, having the Henderson et al and Baker et al references in front of him/her and the general knowledge of audio/video connections and functions, would have had no difficulty in providing the audio/video features as well as the plurality of video display modules with the plurality of personal control units of Baker et al within the aircraft entertainment system of Henderson et al thus providing the audio and video output, and connection of the plurality of video display

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module and plurality of personal control units within the in flight entertainment local area network of Henderson et al for the same well known purposes as claimed.

In re Claim 3, it is considered obvious to provide the claimed numerical angle values for the video cameras and display since these values are merely optimum or workable ranges, and it is not invention to discover the optimum or workable ranges by routine experimentation. Thus, it would have been obvious to one of ordinary skill in the art at the time of the invention was made to arrive at the desired numerical angle values to facilitate one's needs through routine experimentation. This opinion/view is supported by In re Aller, 220 F.2d 454, 456, 105 USPQ 233, 235 (CCPA 1955).

4. The applicants argue at pages 4-6 of the amendment filed April 30, 2004 mainly that none of the references teach a plurality of interactive personal control units for a plurality of passengers, with the plurality of interactive personal control units being connected to the in flight entertainment local area network and interfacing between the plurality of passengers and the video camera control unit, each of the plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules and connected to the video camera control module for operating the video camera control module to permit each of the plurality of passengers to independently select a desired field of view for each of the video display modules for the corresponding plurality of passengers, and that such a plurality of interactive user interface units allows multiple passengers to exercise personal and independent control for obtaining a desired field of view from a video camera control module for each of the video display modules of the passengers. The Examiner respectfully disagrees. Henderson et al teaches the particular capabilities of image transformations such as pans, up/downs, zooms, tilts,

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rotations, etc. that are being processed/controlled by either human or computer input operations within, for example, a video camera control module 80, and it is submitted that such input operations are provided via an interactive personal control unit attached each of the video control modules, thus providing a plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules, see column 12, lines 28-41 and column 13, lines 8-31. It is to be noted that the applicants at page 5 of the amendment filed April 30, 2004 make reference to passages within the present Specification which teaches an interactive camera system involving the pan, tilt, and zoom features that may be selected by passengers. It is submitted that the Henderson reference teaches the same interactive camera selective features, as provided with the interactive personal control units. Further, regarding the particular connection of the interactive personal control units with the in flight entertainment local area network, the interfacing between the plurality of passengers and the video camera control module, and wherein each of the plurality of interactive personal control units corresponding to respective ones of the plurality of video display modules and connected to the video camera control module for operating the video camera control module to permit each of the plurality of passengers to independently select a desired field of view for each of the video display modules for the corresponding plurality of passengers, such features are considered obviated in the combination of Henderson et al and Baker as discussed in the above.

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5. Any response to this action should be mailed to:

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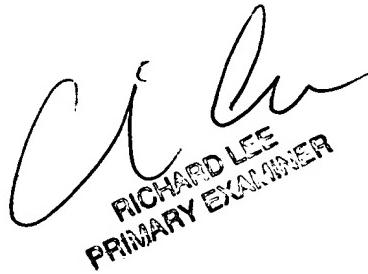
(703) 872-9314, (for formal communications intended for entry)

(for informal or draft communications, please label "PROPOSED" or "DRAFT")

Hand-delivered responses should be brought to Crystal Park II, 2121 Crystal Drive, Arlington, VA., Sixth Floor (Receptionist).I.

6. Any inquiry concerning this communication or earlier communications from the examiner should be directed to Richard Lee whose telephone number is (703) 308-6612. The Examiner can normally be reached on Monday to Friday from 8:00 a.m. to 5:30 p.m., with alternate Fridays off.

Any inquiry of a general nature or relating to the status of this application should be directed to the Group customer service whose telephone number is (703) 306-0377.



RICHARD LEE  
PRIMARY EXAMINER

Richard Lee/r1

5/14/04

